

OCT 18 2005

**FAX TRANSMISSION****DATE:** October 18, 2005**PTO IDENTIFIER:** Application Number 10/507464-Conf. #8229  
Patent Number**Inventor:** Hisayuki HASHIMOTO et al.**MESSAGE TO:** US Patent and Trademark Office**FAX NUMBER:** (571) 273-8300**FROM:** LAHIVE & COCKFIELD, LLP

Anthony A. Laurentano

**PHONE:** (617) 227-7400**Attorney Dkt. #:** OCW-007US**PAGES (Including Cover Sheet):** 12**CONTENTS:** Request for Corrected Filing Receipt (1 page)  
Copy of the Preliminary Amendment filed on September 10, 2004 reflecting the amended title (6 pages)  
Copy of Filing Receipt with Corrections Marked (3 pages)  
Certificate of Transmission (1 page)

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OCT 18 2005

Docket No.: OCW-007US  
(PATENT)

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Dated: October 18, 2005

Signature: 

(Anthony A. Laurentano)

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

In re Patent Application of:  
Hisayuki Hashimoto *et al.*

Application No.: 10/507464

Confirmation No.: 8229

Filed: May 31, 2005

Art Unit: 3747

For: ENGINE BALANCER SYSTEM (as amended)

Examiner: Not Yet Assigned

**REQUEST FOR CORRECTED FILING RECEIPT**

Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

Dear Sir:

Applicant hereby requests that a corrected Filing Receipt be issued in the above-identified patent application. The official Filing Receipt received by Applicant, a copy of which is attached hereto, has an error in the title.

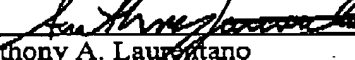
The correct title should be "Engine Balancer System", not "Balancer device of engine".

In support of this correction, enclosed is a copy of the Preliminary Amendment filed on September 10, 2004 reflecting the amended title.

Applicant additionally requests that all pertinent U.S. Patent and Trademark Office records relating to the subject application be changed to reflect this correction.

Dated: October 18, 2005

Respectfully submitted,

By   
Anthony A. Laurentano  
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Attorney/Agent For Applicant

I hereby certify that this correspondence is being deposited with the U.S. Postal Service as Express Mail, Airbill No. EL981583754US, in an envelope addressed to: MS PCT, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450, on the date shown below.

Dated: 10 September 2004 Signature: \_\_\_\_\_

(Anthony A. Lavandino)

OCT 18 2005

Docket No.: OCW-007US  
(PATENT)

**COPY**

**IN THE UNITED STATES PATENT OFFICE AS DESIGNATED OFFICE (DO/US)**

In re Patent Application of:

Hisayuki Hashimoto *et al.*

International Application No.: PCT/JP03/02765

International Filing Date: 10 March 2003

Application No.: NEW APPLICATION

Art Unit: N/A

Filed: Concurrently Herewith

Examiner: Not Yet Assigned

For: ENGINE BALANCER SYSTEM

**FIRST PRELIMINARY AMENDMENT**

MS PCT  
Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

Dear Sir:

**INTRODUCTORY COMMENTS**

Prior to examination on the merits, please amend the above-identified U.S. patent application as follows:

**Amendments to the Title** begin on page 2 of this paper.

**Amendments to the Specification** begin on page 3 of this paper.

**Amendments to the Claims** are reflected in the listing of claims which begins on page 4 of this paper.

**Remarks/Arguments** begin on page 6 of this paper.

**Application No.: NEW APPLICATION**

**Docket No.: OCW-007US**

**AMENDMENTS TO THE TITLE**

**In the Title:**

Please amend the title to read:

**ENGINE BALANCER SYSTEM**

Application No.: NEW APPLICATION

Docket No.: OCW-007US

**AMENDMENTS TO THE SPECIFICATION**

**In the Specification:**

Page 1, line 2, after the title, please insert the following new paragraph:

**Related Applications**

This application is a 35 U.S.C. 371 national stage filing of International Application No. PCT/JP03/02765, filed 10 March 2003, which claims priority to Japanese Patent Application No. 2002-64877 filed on 11 March 2002, in Japan. The contents of the aforementioned applications are hereby incorporated by reference.

Application No.: NEW APPLICATION

Docket No.: OCW-007US

**AMENDMENTS TO THE CLAIMS**

Please amend claims 1-10 as follows. A detailed listing of all present claims, new claims, and amendments is provided below in compliance with revised 37 CFR 1.121.

1. (currently amended) An engine balancer system having a balancer housing formed by joining an upper housing and a lower housing via mating faces, the balancer housing being disposed so as to face an oil pan beneath a crankshaft of an engine, and the balancer housing being inclined so that the height of the mating faces varies from one side to the other,

wherein oil discharge holes for discharging oil that is within the balancer housing are formed in the mating faces on the higher side of the balancer housing and in the upper housing above the mating faces on the lower side of the balancer housing.

2. (currently amended) The engine balancer system according to Claim 1, wherein an angle  $\theta 2$  between the lower housing and the mating faces on the lower side of the balancer housing is larger than an angle  $\theta 1$  formed between the lower housing and the mating faces on the higher side of the balancer housing.

3. (currently amended) The engine balancer system according to Claim 1, wherein the engine is mounted transversely with the crankshaft disposed along the lateral direction of a vehicle body, the higher side of the balancer housing faces the rear of the vehicle body, and the lower side of the balancer housing faces the front of the vehicle body.

4. (currently amended) The engine balancer system according to Claim 1, wherein a baffle plate extending from a position lower than the mating faces to a higher position is provided in the lower housing on the higher side of the balancer housing.

Application No.: NEW APPLICATION

Docket No.: OCW-007US

5. (currently amended) The engine balancer system according to Claim 1, wherein the engine is mounted transversely with the crankshaft disposed in the lateral direction of a vehicle body, the lower side of the balancer housing faces the rear of the vehicle body, and the higher side of the balancer housing faces the front of the vehicle body.
6. (currently amended) The engine balancer system according to Claim 1, wherein the position of an oil outlet at the lower end of an oil return passage formed in an engine block and the position of the oil discharge hole of the balancer housing are displaced from each other.
7. (currently amended) The engine balancer system according to Claim 6, wherein the oil discharge hole of the balancer housing is covered by a baffle plate and the oil outlet of the oil return passage is disposed at a position that avoids the baffle plate.
8. (currently amended) The engine balancer system according to Claim 7, wherein an escape section is formed in the baffle plate, the escape section letting the oil discharged via the oil outlet of the oil return passage escape.
9. (currently amended) The engine balancer system according to Claim 8, wherein the escape section) is formed between fastening parts via which the baffle plate is secured.
10. (currently amended) The engine balancer system according to Claim 9, wherein an edge of the escape section of the baffle plate is bent downward.

Application No.: NEW APPLICATION

Docket No.: OCW-007US

**REMARKS**

Preliminary to examination of this application, please amend the specification to insert priority claim, amend claims 1-10 as set forth above. Applicants amend the claims to remove multiple dependencies, provide proper antecedent basis, and to address other matters of form. The foregoing amendments are not related to issues of patentability. Support for the amendments to the claims can be found throughout the specification, Figures and claims as originally filed.

Applicants respectfully submit that the foregoing amendments introduce no new matter. Entry of the foregoing Preliminary Amendment is in order and requested.

Applicants believe no fee is due with this submission. However, if a fee is due, please charge our Deposit Account No. 12-0080, under Order No. OCW-007US from which the undersigned is authorized to draw.

Dated: 10 September 2004

Respectfully submitted,

By 

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APPL NO.	FILING OR 371 (c) DATE	ART UNIT	FIL FEE REC'D	ATTY. DOCKET NO	DRAWINGS	TOT CLMS	IND CLMS
10/507,464	05/31/2005	3747	1050	OCW-007US	19	10	1

**CONFIRMATION NO. 8229**

00959  
 LAHIVE & COCKFIELD, LLP.  
 28 STATE STREET  
 BOSTON, MA 02109

**FILING RECEIPT**

\*OC000000016760683\*

Date Mailed: 08/15/2005

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**Applicant(s)**

Hisayuki Hashimoto, Saitama, JAPAN;  
 Tomoji Suganami, Saitama, JAPAN;  
 Haruo Watanabe, Tochigi, JAPAN;  
 Kazuhito Okazaki, Tochigi, JAPAN;

**Assignment For Published Patent Application**

Honda Giken Kogyo kabushiki Kaisha, Tokyo, JAPAN

**Power of Attorney:** The patent practitioners associated with Customer Number 959.

**Domestic Priority data as claimed by applicant**

This application is a 371 of PCT/JP03/02765 03/10/2003

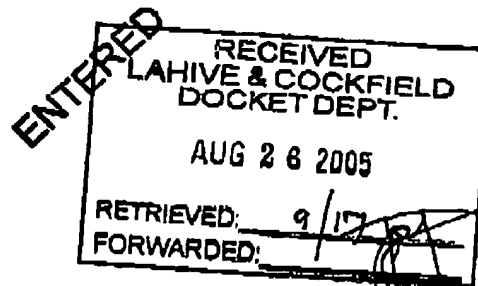
**Foreign Applications**

JAPAN 2002064877 03/11/2002

**Projected Publication Date:** 11/17/2005

**Non-Publication Request:** No

**Early Publication Request:** No



## Title

~~Balancer device of engine~~  
Engine Balancer System

## Preliminary Class

123

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Applicants may wish to consult the USPTO booklet, "General Information Concerning Patents" (specifically, the section entitled "Treaties and Foreign Patents") for more information on timeframes and deadlines for filing foreign patent applications. The guide is available either by contacting the USPTO Contact Center at 800-786-9199, or it can be viewed on the USPTO website at <http://www.uspto.gov/web/offices/pac/doc/general/index.html>.

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PTO/SB/97 (09-04)

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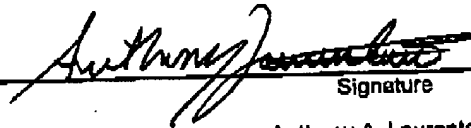
Application No. (if known): 10/507464

Attorney Docket No.: OCW-007US

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on October 18, 2005  
Date



Signature

Anthony A. Laurentano

Typed or printed name of person signing Certificate

38,220

Registration Number, if applicable

(617) 227-7400

Telephone Number

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